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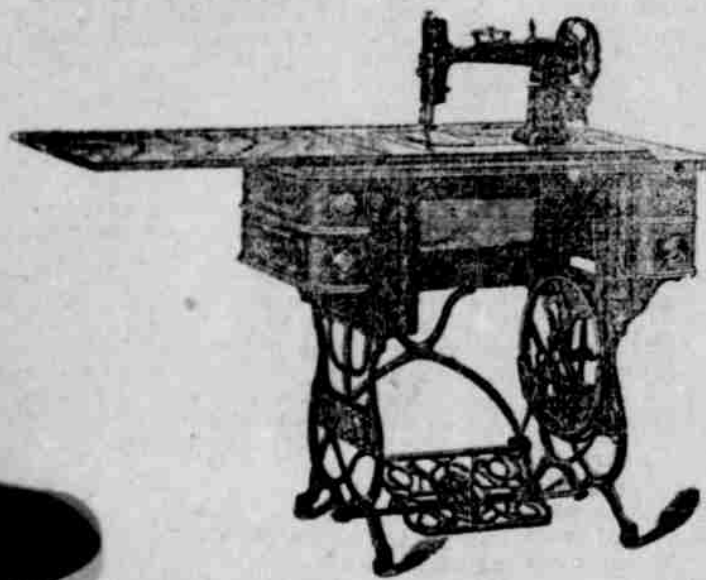
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A DEFI' BY THE MYRTLE

Little Boat Says Big 'uns Da'sn't.

COMES BACK AT THE EVA

Owners of the Flea Say the Rules of Fifteen Years Ago Are Dead.

T. W. Hobron's answer to Messrs. Crozier and Brotherton, who recently issued a challenge on behalf of their boat, the Myrtle, for the Hawaiian Challenge Cup, has aroused a tempest of discussion among the owners of the smaller racing craft.

Mr. R. H. Crozier in an interview with an Advertiser man yesterday said as follows:

"We regret that the owners of the large yachts have seen fit to base the Myrtle from competing for the Hawaiian Challenge Cup, but if that is their decision we have no recourse but to accept. Some statements have been made in regard to the Myrtle, however, which are entirely erroneous and which we would like to correct.

"It has been stated that it would be contrary to the interests of the sport to allow a boat of small cost to compete against one costing ten times as much, and that the large boats will be at a disadvantage on account of their carrying fixed ballast and the Myrtle having only live ballast aboard. In yacht racing, cost of boats does not carry any significance; it is speed that counts and measurement determines speed. We could spend \$1,000 on a boat of our size and it would not be any faster. The latter contention is an absurd one and not worthy of anyone claiming to have knowledge of yacht racing. On the course that this race will have to be sailed over—some twenty-five miles between Diamond Head and Barber's Point—a great deal of rough and choppy sea will be encountered, where the light boat will bob around like a cork on top of the waves and the heavy hull boats will drive through and carry their way by their weight. In running before the wind the large boats with their greater spread of canvas would have a great advantage over the Myrtle.

"The Myrtle is not a racing machine. In the Australian Colonies, one of the greatest yachting centers of the world, where she was built, she is classed as a cruiser type, and anyone classing her as a racing machine simply shows that he does not know what a racing machine is. It is true that in the event of the Myrtle winning the cup the result would be to attract attention to this class of boat, but rather than a detriment to local yachting interests it would be just the opposite. In any yachting fleet anywhere in the world 75 per cent of the boats are of the smaller type and that is where the most racing and greatest interest centers. It is a handy type, inexpensive, and one from which a great deal of sport can be derived.

"Mr. Hobron claims it is for the interest of the sport to establish a class of cruisers here to race the Eva, but who is going to purchase these boats? How many men are there here among those interested in yachting, aside from those who already have yachts, who can afford to buy and maintain a \$3,000 boat? Past experience has shown in these waters that it is the smaller boats, owned by men of moderate means, which have constituted the sport of yachting in the broadest sense. The large boats spend the majority of their time at their moorings, while the smaller ones are out for cruises every Sunday.

"As for sailing for the Hawaiian Challenge Cup, the true spirit and intent of putting up the cup was for the fastest boat in the Hawaiian Islands. Racing is racing in any sport. If Mr. Hobron prefers a cruising boat to one which is adapted to enter competitive races, he is welcome, but he should not stand in the way of others who wish to enter events for trophies put up to be raced for, under a false idea of the interest of the sport. The cup was put up for the fastest boat in the Hawaiian Islands, not for the boat which could take the most comfortable cruise with the largest family on board.

"The statement that the Myrtle is an undesirable type and not adapted for these waters has been disproved by her own record and performances here. In a place like this where the available range of sailing is limited she is just the kind of boat the most pleasure can be gotten out of, and if several of her kind were here some very interesting racing would be the result. We have made numerous trips to Pearl Harbor and in a place like that where there are so many shoals and reefs the value of a center-board boat is immediately apparent. On several occasions we have sailed into Waikiki beach through the breakers, beached the boat, taken a swim and sailed out again and back to the harbor on a Sunday morning. Even if swamped she could not sink, as she has no ballast, and she is as safe a boat as could be built. Yachts are intended to be handled by yachtsmen and not by 'greenhorns,' but even a greenhorn can handle a small boat much easier and with more safety than a large one.

"The racing rules under which this cup is put up were drafted some fifteen years ago, since when an entire revolution has taken place in yacht building and yacht racing, and if they are strictly adhered to, modern boats, even of the same dimensions as the old boats here, will be barred from competing for it, as their hull measurement will not be so great in tonnage, and in that case the cup will always remain in the hands of a few out-of-date yachts, unless it should happen that a large modern boat costing some \$2,000 or \$4,000 were added to the fleet.

"Honolulu has had much experience of parties with the upper hand running things their own way, and that the few large boats should want to keep this cup in their own hands forever is not surprising. The Bonnie Dundee held the cup for seven years, and unless some capitalist wishes to invest a large sum in another boat, the Eva is likely to hold it for another seven years or longer. Such a proceeding is certainly in the interest of the sport of yachting—we don't think.

"We claim that the Myrtle should be allowed to compete for the Hawaiian Challenge Cup, as we are willing to come within the requirements of the rules by taking a measurement ten times our actual size, and if she can win it under those conditions she is entitled to it.

"By the larger boats refusing to let her enter the contest it is very apparent that they are afraid of the possibilities of the Myrtle. If they are not afraid of her we stand ready for a match race with any one of them under the same conditions which we offered in our challenge for the cup."

Did you say Rye? Then try Jesse Moore Rye—the finest in the world.

DISCRETION HIS PLEA

(Continued from Page 1.)

which was a short distance from mine until 12:30 and the Japanese did not leave hers during the bombardment.

4—The fire was well-sustained on both sides and although shells continued at intervals to pass near me or short or beyond, I attributed it to a wide firing by the forts. About 2:30 I was standing on top of pilot house by the Gatling. I had mounted there when I heard a shell approaching and immediately heard a crash. The second cutter hanging at her davits a few feet below and behind me had been struck by a shell. It entered her stern, tore out the bottom and ranging diagonally across the ship out after-fall of the steam launch, smashing port fore-castle ladder and passed through the ship's side, in which it left a clear cut over-all, two feet by ten inches. There were many men on the forward main deck and it must have gone as close to some of them as it did to me. It fortunately missed the launch's davit as that would have caused it to explode.

5—It was difficult to make out how the allies were faring but they were evidently closing as after 3 a. m. discharges from guns like Gatlings or Maxims were heard. At 4 o'clock there was a tremendous explosion which I attributed to a magazine in one of the forts.

Towards 4 o'clock the bursting of shell in my vicinity increased to such an extent that it occurred to me that the forts might be directing some of the fire on the railroad station as in this flat country it was a prominent mark and a number of Japanese and Russian troops were encamped around it. In such case the Monocacy would be in considerable danger from a fire which I had hitherto considered bad shooting. Acting upon the thought I at once cast off everything. I steamed away from the bank and went two miles up the river, anchoring in the first bend. This move was made at 4:20 and 5:30 the fire slackening and a Japanese flag floating over one of the forts, I returned to my berth.

7—I was able to render the following assistance: First, a party of thirty-seven ladies and children, refugees from the mission at Taku, who had fled hurriedly on the notification of the bombardment. They came aboard last night at 9 p. m. and are still with me; also came two officers of H. M. S. Dardeneur who had come down from Tientsin too late to get to any English ship. As I was coming down the river at 6 a. m. met an English torpedo boat towing a Chinese boat prize; I had no small boat to make a landing so I sent the launch to run her line ashore, for which thanks have been returned. I have taken on board and had surgical assistance for the following: A Japanese soldier with a gunshot wound, a Chinese coolie found close to the ship with arm torn off by fragment of shell, a Russian soldier with wound in the hand.

8—Taku forts deserted by everyone; no trains, no telegraphic communication from anywhere, but I had a telephone from Mr. Pettengill which reports all quiet since first disturbance.

9—I know nothing of the fight except that the forts were taken. I feel a natural regret, shared no doubt by the officers, that duty and orders prevented the old Monocacy from giving her ancient smooth-bore a last chance.

Very Respectfully,

F. M. WISE,

Commanding U. S. N., Commanding.

A POLICEMAN AND AN ICEMAN CLASH

Now the Former Wears Stripes Under His Best Eye.

"How'd you like to be the iceman?" Police Officer Apana had a set-to with J. W. Sproat, who drives an ice-wagon, in which the little wiry Chinese officer came out second best. One of his eyes is in mourning and the other is weeping constantly. For once in his career as a preserver of the peace little Apana, whose slight figure belies the almost herculean strength contained in his muscles, was knocked out.

He was knocked down by a bigger man than himself, but Apana explains his defeat by stating that he was taken unawares. That must have been the reason, for Apana is known as a hard hitter. Sproat was once a member of the mounted police force. He is a powerful man, an athlete, and holds a record for a standing jump. Since he left the "finest" and took to delivering ice his athletic ability has not decreased a whit. Yesterday he was on his rounds. His hardest work consists in pushing the reins attached to his steeds, while the youngsters who carry the small and quickly melting slabs of congealed water, do the real work of running around to the back doors of ice users.

As a usual thing the boys are Portuguese. The kind that have a faculty of swearing on the least provocation, and who swear when they are not thinking of anything else. Apana happened along about the time a string of oaths issued from a youngster's mouth and he made a dash at the boy, told him to use choicer language when in the vicinity of the "400," and gave a lecture on the lines of Judge Wilcox's. The boy, however, took exception to Apana's authority to lecture and "sass-ed" him and told him to go to a warmer place than he would find around Sproat's ice-wagon.

Apana then grabbed the boy by the seat of the pants and cuffed his ears. Sproat came to the rescue. Apana thought, as a former member of the force, that he was about to congratulate him for his course—when suddenly, blif, blif, blif—and Sproat's right and left fists played the "Stars and Stripes" on Apana's countenance, and Apana went down in a heap. When he recovered his equilibrium a warrant was sworn out for Sproat's arrest, and later in the day that worthy was apprehended and taken to the station house. Apana will exhibit his many-hued eye to Judge Wilcox this morning.

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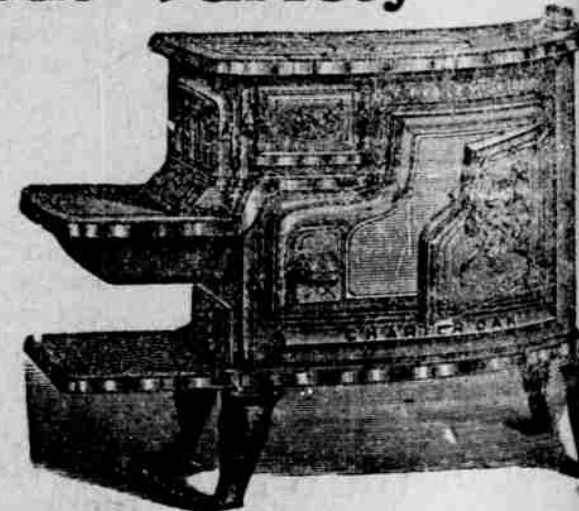
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